





## ENGLISH ILLUSTRATED JOURNALS.

Shade of Hans Holbein, of Bernard, and of rare old Thomas Bewick what is the matter with the present generation of English word engravers of that class, it may be asked, whose tawdry, common place genius comes before the world of the United Kingdom and her Colonies in such uncouth cataplasms as nearly all the comic papers, excepting *Punch*. The quality of the wit in such periodicals, it may be argued, is good enough for the class of readers, but whether that be so or not, the delineating and illustrative abilities of the artists are conspicuous by their absence, and why this should be so it is difficult to understand when we find hosts of school boys and young ladies who are possessed of high artistic attainments before they have entered on their teens.

"The Graphic" too, that popular rival of "the Illustrated" is not above the honest criticism of those who would desire, and reasonably expect, the countrymen of Bewick to lead the world in their own particular sphere. There was a time in its history when it seemed to do this, but that is half a generation ago during which the wood engravers of Berlin, of Madrid, Paris, and especially of New York have come up to the English in a canter, and are actually leaving the artists of the Strand in a din and hazy distance. What a countryman intend to do, we know not, but we are assured of this, that if they do not determine to keep up with the progress of the world, that world must leave them. We could have thought that having at one time led the world in wood engraving they would have brooked taking a second place in that condition of excellence which an educated public has a right to expect and even to demand. Thus we observe the more enterprising publishers of "Harpers" and other New York houses actually invading the fastnesses of Fleet Street and winning battles in the enemy's country. Like Wellington the famous, those publishers have wrested from the grasp of their rivals fortress after fortress, have crossed the Pyrenees, and are winning great victories in the home country. It matters not where we look through the sheets of the two London illustrated papers we find something irregular in their pictures and grotesquely unreal either in perspective, in outline, or in shadow. For a great maritime Empire like our own those periodicals should, above all things, have a first class marine artist, but if such an individual exists we find no evidence of his being in the pages. Since the death of Wilson who was "on the Illustrated," we look in vain for such specimens of "fine poetry" as his magical touches have left behind. A few horizontal lines and three or four thrown in at random as perfunctories are now made to pass muster as the "ship in all her majesty of swelling canvas," and all that is required to complete the picture—so that there shall be no mistake, is some kind of explanation underneath to inform the bewildered student that "this is a ship." In case he should take it for a haystack. Nowadays nearly every school boy can fairly delineate a house, a horse, a man, a tree, or a dog, and in looking through the pages of the two London weeklies that is about the extent of all the genius we find on hand. One of them, we are not quite sure which, set itself out a few months ago to give the world a sketch of Hongkong from Kennedy Road, and but that it was explained underneath, the casual subscriber might have taken the attempt as being a picture of Rio. Only a week or two ago "The Graphic" favoured us with some of the conspicuous personages of the German Empire amongst whom walking out with the present Emperor was a demented looking wretch which the editor wished his readers to believe was a portrait of Sir Morrell Mackenzie. As a fact, it was no more like the Harley Street Doctor than it was like the Shah of Persia, further than this, that the effigy had a clean shaved face and a longish nose. Whether it was sketched by an artist on the spot, at San Remo, or by a small school boy in the Strand who was working from a written description, sent to him in a letter, it is equally true that the individual it represented is the London "Graphic" would like to see some good wood engravings of public men, which are really portraits, we can recommend it to dip into "Harpers weekly" from New York, or even one or two periodic illustrated papers published in Madrid, which Englishmen would think, ought not to surpass London in its illustrative and delineating abilities.

## THE MANCHESTER SHIP CANAL.

(FROM THE LONDON "DAILY NEWS" SPECIAL CORRESPONDENT.)

MOORE, NEAR WARRINGTON, March 20th, 1888.

At Eastham, partly described in a former letter, the labourers have established their first colony. The huts, as they are called, are the first things that strike the eye of a visitor landing by the steamer from Liverpool. But they are large, comfortable, clean, and airy, ten-roomed double houses, with an upper storey. These are, in fact, neatly built, substantial wooden houses, such as a rancher in Texas would call palaces. The Eastham colony has its aristocratic quarter, where the "awells" of the navy community live. These are the "gangsters," the navvies who by good conduct, strength of biceps, and force of will have worked their way to the top of their calling, and to positions of authority. The biggest and most muscular man ever saw was one of these "gangsters." He was trundling a barrow-load of clay, almost heavy enough, one would think, for a brewer's horse. These navvies, in the lower ranks of the profession as well as the highest, are mighty specimens of physique. They are picked men. Not a man among them, I was told, who does not consume three or four pounds of beef a day.

The rent of half a house is six shillings per week—a heavy deduction from a navvy's weekly wage; but men who rent them are married, and their wives take in lodgers; husbands, wives, lodgers sitting like Spartans, at a common table. Among the nine hundred men who are at present employed on the Eastham-Ellersmere section—there will be two thousand, by and by—there are more applications for huts, and rooms in huts, than can be supplied. But new huts are in process of building. Besides, there are villages round about where many labourers may lodge and still be close to their work. I spent some time in a "hut," the floor of which was nicely matted; there were flowers in vases on round tables; a good supply of books on the shelves, and signs of taste everywhere. The view of the Mersey from the front windows—the stream there is about two-and-a-half miles wide—was itself worth six shillings a week. It is the labourers' own fault if they do not live fairly happy lives there. There are "organizing musical tea parties, at which the ladies of Eastham district will preside and sing. They may have more 'culture' in a week, than navvy sons of Anak, than the Barons of past times had in their life-time. They have a church, even; a wooden "hut," like the other huts in the aristocratic quarter, but of course

without inside partitions. During evening service it is well lighted by a double row of oil lamps. The pulpit is of plain, unvarnished deal; and in front of it is the harmonium. The sacred edifice can hold about three hundred and fifty people. "Navvies and their wives are particularly requested to attend. It should be stated that the services are undenominational." But, in spite of this invitation, the attendance, I was told, seldom exceeds more than a hundred. Most of the navvies are Freethinkers—that's the fact, for I have inquired into the matter, with some interest.

It is a wonderful spot, even in the present initiatory stages of the work. There are "shops" where the company manufacture their own trucks—from the dead bodies of the trees which they struck down two or three months ago. There are smithies, and saw-mills—wherein there is scarcely a man who has not had his finger or thumb cut off, or received some other permanent admonition, in some moment of carelessness born of familiarity with danger. On the four and-a-half miles between Eastham and Ellersmere, twelve or thirteen miles of railway have already been laid down for the use of the trucks that carry off the "spoils" dug up by the "navvies," whether of steel and iron or of human muscle. I have already described the work performed by the "American navvy" or "American devil," as he is also called. This "steam navvy," to give him his most common designation, is the invention of Mr. Dunbar, and the manufacturers are Messrs. Ruston and Procter, of Lincoln. It is difficult without a diagram to explain the mechanism of the "American navvy" which is specially entitled to the name "navvy" consists of a huge bucket with four teeth on its outer edge. This bucket is fastened to the end of a long iron beam, and the beam itself swings from the centre of another long beam or crane, which projects horizontally from the roof of the locomotive, inside which is the steam machinery that sets the whole in motion. Chains from the outer edge of the bucket pass upwards to the outer point of the horizontal crane, and thence along the upper surface of the crane to the locomotive. When the chains are pulled, up goes the bucket against the face of the cliff or bank which has to be destroyed. The four huge steel teeth pierce into the sand, marl, or clay, and the masses which the teeth detach from the bank fall into the bucket. The bucket can traverse the whole height of about twenty-three feet, from the base to the surface of the bank or cliff. The "steam navvy" can bite away twenty-three feet at a mouthful. But observe, the motion of the bucket, from the centre of which the teeth swing, is horizontal. When, therefore, the "navvy" has had his mouthful of rubbish the crane is "jibbed" round, until it stops right above the truck which is drawn up alongside the navvy-locomotive. Then the bottom of the bucket is pulled open; in other words, the Yankee "navvy" opens his mouth and spits his thirty hundred weight into the truck. "Spits" is the word which most accurately describes the operation. As I have said before, the Yankee never misses. On either side of the "navvy" a long train of trucks is drawn up, and when he finishes with a truck on his right, he swings his crane round and operates upon the truck on his left. All along the sides of the deep cuttings on the Eastham section, the "steam navvy" has left the perpendicular marks of his steel teeth. It takes only three human beings to control this monster.

The next busiest section on the canal line is between Runcorn and Warrington, to which the visitor may proceed round by Liverpool. The excursion steamers have now begun their spring service, and leave Eastham Ferry for Liverpool every hour. It is a pleasant sail of about four miles, and the railway runs to Widnes on the north bank of the Mersey, opposite Runcorn on the south bank, to which you must cross, occupies about 20 minutes. From Runcorn, you may drive, or walk, to Moore. The village of Moore, on the south side of the Mersey, is about half-way between Eastham and Manchester. It lies in the fifth section of the route; Eastham to Ellersmere being the first section, and Barton to Manchester—a distance of five and-a-half miles—being the fifth, and last. One advantage of approaching Moore from Widnes, on the northern, or Liverpool side of the Mersey, is the opportunity—or rather the necessity—of a walk across the famous Runcorn bridge, joining Widnes on the north bank, with Runcorn of the south bank of the Mersey, is seventy-five feet above high water. The view from it is superb—of its kind. But it is a dismal kind. Widnes is the dirtiest, ugliest, most depressing town in England. The smoke of its chemical works ascends for ever and ever. From its innumerable shafts of dingy-red brick pour out volumes of glaring white steam, or of coal smoke, that gradually melt away into the brown-black canopy which blots out the sky, and through which a fragment of sun appears, like a ray of sickly pale-yellow orange peel. That bilious sun reminds me of many a face I have just passed in those horrible streets of Widnes. The yellow Widnes face is the result of the alkaline and other exhalations, which, in the bleaching-powder factories, are so dangerous to life and are otherwise to be avoided. No workman must face them without a thick cloth "muzzle" over his nose and mouth, and even then for only a few minutes at a time. The street atmosphere of Widnes being a confusion of competing stenches, the marvel is that anybody escapes without a yellow face. Runcorn is the ditto of Widnes—only less. When the wind blows from the north-west, Widnes pours its poisonous smoke into Runcorn. When it blows from the south-east, Runcorn returns the compliment. When the wind at all, the air enters into a criminal plot to choke up the fair vault of heaven—as they are doing to-day, while between their greasy, leprous-yellow foreheads flows the Mersey, like turbid oil, with sallow streaks of scum on its surface. The sea-gulls have become so demoralised that they may be seen wheeling about in the smoke of Birkenhead, and their shrill cry heard amidst the din of steam pipes. But surely no fish can be so devoid of all sense of decency, and so lost to self-respect, as to venture into that street of sewage. But though the details are mean and repulsive, the whole prospect—the vague glimmer of the Mersey, vanishing, remotely, in mist; the haze and smoke hanging like curtains over dimly indicated or unseen towns, from Warrington and Latchford eastwards to Garston, towards Liverpool, in the west—all this has the grandeur and fascination, at any rate of vastness, and even monotony, as with the monotony of the desert.

"And now, my friend," said a yellow-faced man, a guinea. "Healthy? how so?" "We seldom have fevers, or small-pox; the cases we do have are imported; and that's because the acid fumes kill all the germs."

At this town of Runcorn, by which the salt trade passes from the river Weaver into the Mersey, and at which one of the five principal sets of canal works is to be constructed, there is little doing at present. The main work on the line between Eastham and Warrington is, as already said, at Moore. It is here the "German navvy" is at work. This German invader is much less human in his movements than the "Yankee." In fact, it will be better to refuse him the masculine pronoun altogether, and call him "it." The German navvy is a land-dredger—that's what he is, and a small

boy can play with him. But the Teuton is a monster—does the work of a battalion of mere humans. The German "navvy" is of German invention; was never seen in this country until now, and differs greatly in mechanism from the Yankee. In the first place the German works from the top of the bank, the Yankee from the base. The German is "a land-dredger," and therefore scoops up the surface, just as a water-dredger scoops up the bottom—works from the surface of the water; and the principle of construction is, pretty much the same in the land-lubber as in the water-navvy. What may be called the engine-room of the German navvy is a huge locomotive shed, on rails, of course. But the trains of trucks are not drawn up on either side of this locomotive shed. They pass beneath the locomotive shed, in the floor of which there is a trapdoor through which the earth and sand is scooped up. But how the earth is scooped up, and how does it find its way inside the shed into the trapdoor? In this way. From this movable shed there projects, outwards and downwards, an enormous iron beam, along and beneath which slowly revolves a line of immense buckets, tied to each other by stout chains. When the buckets travel the upper surface of the beam they are of course empty, but after they round the corner of the beam and reach the ground, and then turn inwards, they fill their sharp edges in the soil, and fill themselves with the earth and sand, and scumming follow one another in a line, and one after the other they turn upside down and spit out their contents as they travel over the trapdoor. This navvy-house being on wheels, it travels along a creeping pace over each truck in the train, until the whole train is loaded. There are twenty-five or twenty-six of these buckets attached to the revolving chain. This German "navvy" has filled as many as four hundred trucks in a day. It scoops up about two thousand tons weight in twelve hours. Can you imagine a ship's cargo as two or three *Great Easterns* without a deck with nothing in fact, but her hull—her bare, empty shell? That will give you some notion of what the "cutting" is like which the German navvy has made at Moore Section in the short space of four or five weeks. That is the grand rate at which the German navvy eats up Cheshire with his twenty-five mouths.

On this section is to be seen perhaps the most beautiful cutting on the whole route between Eastham and Manchester. This particular cutting shows not the finished canal will be like. It has what, it is not, been dug, but the requisite depth yet. But it shows the surface width. Its sloping banks are clean cut. And it is straight as an arrow. The work on this section is much less advanced than that on the Eastham portion. There are only about 200 man-navvies at work; their steam-and-stay "mates" doing most of the work. On the way to Warrington there is a space where all the trees have been cut down. Their stumps, still white and fresh, exhale a sweet scent, to which I piously and unaffectedly say grace—after the vitriolic stench of ugly Widnes. It is midday, and the sons of Anak strike work—for "grub." One giant leans against a post, crosses his legs, and cuts with a clasp-knife the bread and beef in his red cotton handkerchief. His dog-skin cap is tilted backwards, and his yellow Saxon hair sticks over his eyebrows. His cheek bulges out, while he mumbles his reply, and with the point of his knife, shows me the way to Warrington. He eats like Jumbo. They all eat like Jumbo. They are by no means an unpicturesque group, scattered about the place, some leaning against something, others sitting, and almost all of them with red napkins—the navigator's favourite colour. A woman comes from the next village with a large caldron of tea, which she sells at a penny a pint.

## To-day's Advertisements.

FOR SHANGHAI.  
THE Steamship  
Captain G. Heuermann, will be despatched for the above Port on SATURDAY, the 5th inst., at 4 P.M.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, 3rd May, 1888. [465]

FOR SINGAPORE AND PENANG.  
THE Steamship  
Captain Iwersen, will be despatched as above on MONDAY, the 7th inst., at 4 P.M.  
For Freight or Passage, apply to  
AH YON & Co.  
Hongkong, 3rd May, 1888. [464]

FOR PENANG.  
THE Steamship  
Captain C. Nielsen, will be despatched as above, on SATURDAY, the 12th inst., at 4 P.M.  
For Freight or Passage, apply to  
AH YON & Co.  
Hongkong, 3rd May, 1888. [466]

NOTICE TO CONSIGNEES.  
CONSIGNEES of One Lot ONIONS ex Steamship "BORMIDA" from Bombay marked 2-3 & K are hereby informed that as the above Goods are rapidly putrefying, they will be sold by Public Auction, unless taken delivery of up to the 5th instant, at 9 A.M.  
CARLOWITZ & Co., Agents,  
Steamship Bormida.  
Hongkong, 3rd May, 1888. [468]

A. S. WATSON & CO., LIMITED.  
NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of the Company will be held at the HONGKONG DISPENSARY, on MONDAY, the 14th day of May next, at 3 O'CLOCK in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December, 1887.

THE REGISTER of SHARES will be CLOSED from SATURDAY, the 5th instant, till MONDAY, the 14th instant, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT, Acting Secretary.  
HONGKONG, 3rd May, 1888. [467]

HONGKONG RIFLE ASSOCIATION.  
SILVER SPOON COMPETITION.  
OPEN TO ALL MEMBERS OF THE ASSOCIATION.  
A SILVER SPOON will be shot for every CLOSED from SATURDAY AFTERNOON, at FOUR O'CLOCK.

No Entrance Fee—7 Shots at 200 Yards. A Handicap of 4 points for 1st Spoon and one point for every subsequent Spoon.  
A. HELTON HOOPER, Hon. Secretary.  
Hongkong, 3rd May, 1888. [469]

## Auctions.

VALUABLE LEASEHOLD PROPERTY TO BE SOLD IMMEDIATELY.  
TO BE SOLD BY PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong made in a cause TAM KWAN SHI vs. YAU MI HO, No. 42 of 1878, with the approval of the Acting Chief Justice, by Mr. J. M. ARMSTRONG, the person appointed by the said Court upon the respective Petitions on the days hereinafter mentioned, viz:—

THURSDAY, the 10th day of May, 1888, at 3 O'CLOCK in the Afternoon.  
IN FIVE LOTS THE VERY VALUABLE BLOCK OF BUILDINGS situate on MARINE LOT No. 4A, MARINE LOT No. 125A, and Section B of MARINE LOT No. 4, and in the best and most central Chinese business portion of the City and with frontages to three important Public Streets, viz:—Bonham Street, Wing Lok Street and Cross Street and comprising Nos. 1 and 2 Cross Street and Nos. 21, 23, 25, 27, 29, 31, and 33, Wing Lok Street and Nos. 31, 33, 35, 37, 39, 41, 43, and 45, Bonham Street. Owing to the favorable situation of this property the owner or owners thereof can always count upon securing good tenants.

ON FRIDAY, the 11th day of May, 1888, at 3 O'CLOCK in the Afternoon.  
IN SIX LOTS THE VALUABLE PROPERTY situate on INLAND LOT No. 205 in the best part of Hollywood Road and comprising Nos. 205 and 211, Hollywood Road and 1, 2, 3, and 4, Ng Kwai Fong, also the three storied house No. 132, Hollywood Road situate on the Remaining Portion of Inland Lot No. 384 and the three houses Nos. 14, 16, and 18, Possession Street situate on Inland Lot No. 212 and the Remaining Portion of Inland Lot No. 212.

ON SATURDAY, the 12th day of May, 1888, at 3 O'CLOCK in the Afternoon.  
IN ONE LOT A PIECE OF VACANT GROUND registered as INLAND LOT No. 472 and situate at Bowington between Matheson and Percival Streets, and suitable for the erection of Kerosine Godowns.  
The sale plans can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors, and Mr. J. M. ARMSTRONG, the Auctioneer. Particulars and conditions of sale may be obtained on application at the offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong, of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong, of Mr. EWERS, Solicitor, Hongkong, of Mr. WEDDER, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer. The sale has been POSTPONED for a week owing to the inclement weather. Dated this 3rd day of May, 1888.

ALFRED G. WISE, Acting-Registrar of the Supreme Court.

## PUBLIC AUCTION

THE undersigned has received instructions to sell by Public Auction, on SATURDAY, the 5th day of May, 1888, at NOON, at his Sales Rooms, Queen's Road, (FOR ACCOUNT OF THE CONCERNED) The American steamer "SAN PABLO," as she lies wrecked near Turnabout Island.

ALSO  
Whatever Cargo there may be on board the vessel.  
The Vessel and Cargo will be sold separately. Terms—Cash on the fall of the hammer.

The Vessel and Cargo to be at the risk of the Purchasers on the fall of the hammer.  
J. M. ARMSTRONG, Auctioneer.  
Hongkong, 30th April, 1888. [455]

## PUBLIC AUCTION.

UNDER instructions received from the Mortgagees Mr. H. N. MODY will Sell by Public Auction, on THURSDAY, the 17th May, 1888, at 4 O'CLOCK P.M., At the Premises.

ALL THAT VALUABLE PIECE OF GROUND situate at BELCHERS BAY, LAP SAP WAN, Hongkong, abutting on the North side thereof on Belcher Street and measuring thereon 200 feet on the South side thereof on portion of INLAND LOT No. 605 and measuring thereon 200 feet on the East on Davies Street and measuring thereon 200 feet and on the West on Cadogan Street and measuring thereon 200 feet containing in the whole 40,000 square feet and registered in the Land Office as SECTION A of INLAND LOT No. 605. Together with the Furnace workshops and buildings thereon lately used and occupied by the HONGKONG AND MACAO GLASS MANUFACTURING COMPANY, as they now stand, and which said piece of Ground is held for the term of 99 years, subject to the annual Crown Rent of \$528.57.

The property will be offered for sale in One Lot.  
For further particulars and conditions of sale, apply to  
WOTTON & DEACON, Solicitors,  
35, Queen's Road, or to  
H. N. MODY, Auctioneer, Victoria Buildings, Queen's Road.  
Hongkong, 25th April, 1888. [441]

## Notices of Firms.

NOTICE.  
MR. M. GROTE has this day been admitted a PARTNER in our Firm.  
CHATER & VERNON.  
Hongkong, 1st January, 1888. [53]

NOTICE.  
MR. BONIFACIO I. D'ALQUINO has This Day been admitted a PARTNER in the WONG-NEY-CHONG DAIRY FARM.  
V. DANENBERG.  
Hongkong, 28th April, 1888. [452]

## Consignments.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.  
CONSIGNEES of Cargo per Steamship "OCEANIC." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-side.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
C. D. HARMAN, Agent.  
Hongkong, 1st May, 1888. [2]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.  
CONSIGNEES of Cargo per Steamship "CITY OF SYDNEY" are hereby notified that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained on Countersignature of Bills of Lading. Goods remaining unclaimed after the 4th proximo, will be subject to rent. No Fire Insurance has been effected.  
CHS. D. HARMAN, Agent.  
Hongkong, 28th April, 1888. [1]

NOTICE TO CONSIGNEES.  
STEAMSHIP "NEW GUINEA," FROM HAMBURG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 8th instant, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by  
ADAMSON, BELL & Co., Agents.  
Hongkong, 2nd May, 1888. [442]

NOTICE TO CONSIGNEES.  
STEAMSHIP "MORAY," FROM GLASGOW, LIVERPOOL, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 4th May, will be subject to rent at the rate of ONE CENT per package per day. All claims against the Steamer must be presented to the Undersigned on or before the 4th May, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by  
ADAMSON, BELL & Co., Agents.  
Hongkong, 28th April, 1888. [431]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.  
FROM LIVERPOOL AND SINGAPORE.

THE Company's Steamship "COOPACK" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 6th May, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th May, will be subject to rent. Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY. Bills of Lading will be countersigned by  
ARNHOLD, KARBURG & Co., Agents.  
Hongkong, 30th April, 1888. [450]

## For Sale.

FOR SALE.  
GERMAN BEER.  
BRAUEREI "ZUR EICHE," KIEL  
\$7.25 per Case of 4 Dozen Bottles.  
EDUARD SCHELLHASS & Co., Sole Agents,  
Hongkong and China.  
Hongkong, 3rd May, 1887. [463]

FOR SALE CHEAP.  
ABOUT TEN TONS OF ASPHALTE.  
Apply to  
A. A. DE MELLO & Co., Macao.  
Macao, 3rd April, 1888. [367]

FOR SALE AT MACAO.  
ON MODERATE TERMS.

An extensive property on the business side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses; Six small Dwelling Houses, attached to Chinese Hong; and a piece of spare ground suitable for building purposes. There are two separate entrances to the property, one opening on the Harbour close to the Steamboat Co's Wharf. For full particulars, apply to  
"THE HONGKONG TELEGRAPH" Office.  
Hongkong, 3rd April, 1888. [366]

## Masonic.

ZETLAND LODGE, No. 525.

A REGULAR MEETING of the above LODGE will be held in FRASER'S HALL, Zetland Street, TO-MORROW, the 4th May, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.  
Hongkong, 27th April, 1888. [445]

## Intimations.

GOVERNMENT NOTIFICATION.

A WARDMASTER is required at the GOVERNMENT CIVIL HOSPITAL. Emoluments of the office \$50 PER MONTH, rising by annual increments of \$5 to \$60, with uniform, furnished quarters, fuel, and light. Applications with testimonials to be forwarded to the COLONIAL SURGEON not later than the 21st instant, at the GOVERNMENT CIVIL HOSPITAL.  
By Command, FREDERICK STEWART, Colonial Secretary.  
Colonial Secretary's Office, Hongkong, 2nd May, 1888. [416]

WANTED.  
A SURGEON for the British steamship "ZAMBESI." Apply to  
ADAMSON, BELL & Co., Agents, Canadian Pacific Line.  
Hongkong, 2nd May, 1888. [460]

WANTED.  
AN ENGLISH NURSE to take care of Children in Hongkong. Apply to  
The Hongkong Telegraph.  
Hongkong, 2nd May, 1888. [459]

HONGKONG CLUB.  
WANTED—A LIBRARIAN. Apply by letter to the SECRETARY.  
Hongkong, 1st May, 1888. [458]

NOTICE.  
THE WONG-NEY-CHONG DAIRY FARM, having received by the steamer *Changsha* a supply of MILCH COWS from Newcastle, Australia, is now prepared to supply the General Public with PURE COW'S MILK (guaranteed) at cents per ordinary pint (reputable), deliverable at order, anywhere within the Colony, between 6 A.M. and 10 P.M.

Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DANENBERG, at H. M. Naval Yard, will be promptly attended to.  
Hongkong, 28th April, 1888. [448]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

CANTON INSURANCE OFFICE, LIMITED.  
NOTICE TO CONTRIBUTORS.  
A FIRST INTERIM BONUS OF TWENTY per cent, upon Contributions for the year 1887 has this day been declared. Warrants may be had on application at the above Office on and after the 5th May.  
JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Limited.  
Hongkong, 19th April, 1888. [427]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.  
THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.  
By Order, ISAAC HUGHES, Secretary.  
Hongkong, 20th April, 1888. [428]

HONGKONG TIMBER YARD, WANCHAI.  
OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.  
L. MALLORY, Proprietor.  
Hongkong, 20th June, 1884. [451]

BOWINGTON FOUNDRY, EAST POINT, HONGKONG.  
A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both at sea and ashore, on most reasonable terms.

PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.  
ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.  
Hongkong, 1st January, 1888. [41]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS. JEWELLERS, SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

For Louis Audemars' Watches, awarded the highest Prize at every Exhibition; and for Volgländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPECTACLES.  
No. 8 QUEEN'S ROAD CENTRAL.  
SOLE AGENTS FOR THE MIKE COAL MINE.

PUNKER COALS can be supplied to any Steamer lying in the harbour, or coming alongside the KOWLOON WHARF on application to the Undersigned.  
Y. FUKUHARA, Acting Manager.  
Hongkong, 10th January, 1888. [105]



## NOTICE.

A. S. WATSON &amp; CO., LTD.

HAY, JUST RECEIVED THEIR ANNUAL SUPPLY

OF

TOWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

HONGKONG DISPENSARY.

2nd March 1888.

Telegraph

THURSDAY, MAY 3, 1888.

The paragraphs which we reproduced the other day from the London and China Press regarding H.M.S. *Imprience*—the only ship in the navy which so far, is going to be built in the British Islands in China, are much more than one matter of detail, and particularly in the fact that the great ironclad ship requires so many alterations, and is subject to so much delay before getting away, on her mission, from the hands of her designers and builders in Hongkong. It is probably much more than two months since that telegrams and letters informed us of the ship's immediate departure from Hongkong, by way of the Suez Canal, to the waters of the last Pacific mail we find the *Imprience* still in the hands of her designers and builders in Hongkong. It is probably much more than two months since that telegrams and letters informed us of the ship's immediate departure from Hongkong, by way of the Suez Canal, to the waters of the last Pacific mail we find the *Imprience* still in the hands of her designers and builders in Hongkong.

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ships like the *Imprience* which, from her description, strikes us as being a little too much of a costly and highly sensitive machine readily disorganised by a stray shot. Is there anything, as a battle-ship, which can be more effective than a ram pure and simple, possessed of great speed, and without a single gun, if desirable?—there is certainly no effective engine of war less costly, for a fast ocean steamer properly strengthened about the stem, would probably sink the most costly armour clad in existence, by delivering a concussion at right angles to the side. The great advantage of the submarine boat is its fearful method of attack; it is like a phantom enemy against which the bravest hearts would quail—for they would be fighting with an unseen and silent power which gave no notice of its approach and whose attack would be certain destruction against which no human foresight could make headway. As to the forts here, when they are finished and armed they may be effective or, as alleged—otherwise, but being stationary, like all other forts, would not avail to ward off a sudden attack from "Tyam" or Deep Water Bay as would four small and cheap submarine boats costing each about £10,000, which is about the price of an ordinary modern gun. Doubtless General CAMERON is quite prepared to repel an invasion on the south shores of the island, which has been gossiped in Japan, both Russian and French officers have already planned and submitted to their respective governments. But, however much such questions have been thought out by possible assailants and by the Commander of the Forces here, we know not and seek not to enquire into too minutely, although we assuredly, with others, fail to observe any great demonstration of readiness for defence. As to the assault on this island it might be made this day-week, or at latest, only the day after a declaration of war. A fleet of half a dozen ships 100 miles away from Government House, on Sunday morning, might readily throw 2000 armed men ashore on the south coast of the island, who could be over the hills and in possession of certain points of vantage, above the city, long before daylight on Monday. We have faith in British Commanders and in British troops, but at the same time do not forget such surprises have happened lately by semi-savages at the Cape, and formerly at other places. Steam has worked a wondrous revolution in all kinds of warfare, in *Sydney* *opportunity* the squadron of Commodore Wilkes quickly lying at anchor opposite their bedroom windows; it consisted of a heavily armed fleet of ships, which by the all powerful assistance of steam, had come in from the ocean and taken up a commanding position at their very doors while the good Governor, Sir John Young, and his military commander were snoring the snore of conscientious men.

TELEGRAMS.  
(Reuter.)  
FRANCE.

LONDON, May 1st.  
The Chamber of Deputies has passed the Panama Lottery Bill.

CHINESE LABOUR AND THE COLONIES.  
270 Chinese laborers have been refused permission to land at Melbourne.

LOCAL AND GENERAL.  
H.M.S. *Cordelia* returned to Shanghai on the 29th ult. from target practice.

Messrs. Carlowitz & Co. inform us that the steamship *Brigade*, of the Navigazione Generale Italiana, left Singapore to-day for this port.

We note that the Hongkong, Canton and Macao Steamboat Company's night boat to Canton now leaves this at 6 p.m. instead of 5.30 p.m. as heretofore.

The *Courier* is informed that news has reached Shanghai to the effect that a big fire has destroyed nearly one-half of Yokosuka, the naval yard situated near Yokohama. The fire is said to have broken out in the Arsenal.

The Chinese Rendition case in which six prisoners are charged on remand with robbery and murder in a Chinese pawnshop, in the district of Sun U on the 8th March last, came on this morning for further hearing, when the prisoners were remanded.

The Attorney General introduced Mr. Reece to the Acting Chief Justice to-day, and asked his Lordship to admit him to practise as a Solicitor in this colony. Mr. J. Russell granted the required permission.

The Shanghai *Courier* hears that private information has been received announcing the death, at Tokyo, of H. Ex. Sinozo Aoki, Japanese Vice Minister of Foreign Affairs. H. Ex. was married to a German lady, a native of Berlin.

Mr. SERCOMBE-SMITH to-day fined the master of a junk \$2 for failing to exhibit a harbour light from his craft while riding at anchor in the waters of the colony on the night of the 2nd inst. Defendant was not in court when the case was called but subsequently turned up and admitted his offence.

We are informed by the Shanghai *Mercury*, that H.E. Shenq Taotai, Customs Taotai at Chefoo, and Chief Director of the C. M. S. N. Co., left Tientsin, with his suite of forty persons, in the *Fungshun*, on the 23rd ult. at 1 p.m., and arrived at Chefoo on the 24th at 3.30 p.m. After landing His Excellency the *Fungshun* left at once for Shanghai. Shenq left Chefoo about six weeks ago, and travelled overland to Chian-fu, the capital of Shantung and from thence to Tientsin.

At the Supreme Court to-day, in Appellate Jurisdiction, before Mr. J. Russell, Acting Chief Justice, Mr. A. J. Leach, Acting Puisne Judge, and the Full Court, the Attorney General, pursuant to his motion made on the 7th ult. against the judgment delivered by Mr. A. J. Leach on the 27th March, in the suit Tsung Cheak Hin and others v. Ko Hong Tak, for breach of contract in the supply of a quantity of coals to the steamship *Dafila*, appealed against the said judgment. Mr. J. J. Francis, Q.C., who appeared for the respondent having submitted his client's case to the Court, their Lordships reserved decision.

MAJOR Lovelock, of the Wellington (New Zealand) Salvation Army, put his foot down heavily on a howling-match recently. "Now, my friends," said the Major, "I'm going to pass the plate round, and I caution you all to put in your money, every bit of it. Open your hearts and empty your pockets. Don't keep hating, thank, or you may be struck dead like Ananias and Sapphira, as you've just been a-readin' of. Take warning by that married couple without hincumbrance, and don't hold out back." The Major sat down, and the plates went merrily round—and came back with the usual assortment of folded copper and brass buttons.

A COOLIE was charged before Mr. Sercombe-Smith this morning with being concerned with others not in custody in robbing a sailor named Harfoot of H.M.S. *Sapphire*, of his silver watch and \$3, and another seaman named Smith of \$2 on the 2nd inst. The first complainant said, at midnight of the 2nd he and Smith walked out of the Globe Tavern and entered First Street, when they were accosted by two Chinamen who said they could find them a night's lodging in a good house. On getting into a house which the Chinamen had pointed out as being "good" the two sailors said they were robbed by the Chinamen who stroked them down before leaving. His Worship discharged the defendants.

WHAT is going to be the upshot of the American disturbance with the Sultan of Morocco it is difficult to say. The United States Government is against anything like a bombarding policy. Their squadron in the Mediterranean is not powerful and only consists of two ships, the *Quinnchaug*, a third-rate, 910 tons, with eight muzzle loading guns, and the *Enterprise*, a screw sloop of 615 tons, mounting six guns. This very small "squadron" is under the Command of Rear-Admiral Green who was born in Ohio, and entered the service as a midshipman in 1848; he is said to be a person in whom the United States Foreign Minister has confidence, although the Consul will doubtless direct all movements of national policy in his dealings with the Sultan.

THE prospects of the Glasgow International Exhibition, which is to be opened in May, seem to be exceedingly good. An important meeting of the association of promoters and general council was held in Glasgow a few weeks ago, at which Sir James King, the Lord Provost, made an interesting statement. The Guarantee fund, he mentioned, now approaches £300,000 while that of Manchester last year was only £150,000, and those of the Healthieries, Inventories and Fisheries of London were under £100,000 in each case. Already a revenue of £42,000 has been secured, including £20,000 for the Refreshment Department. The building is 1,200 feet long by 265 feet wide, and will afford an area for exhibits of nearly 320,000 square feet in excess of the Manchester Exhibition, and will make it the largest which has been held in the United Kingdom since 1862.

Two tailors aged 24 and 26 respectively were this morning charged on remand with others not in custody for conspiring together to hinder one Tung Achat, also a tailor, from carrying on a lawful trade—in Bridge Street on the 28th ult. The complainant said he was a tailor and kept a shop near the Man Mo temple. On 28th ult. the two defendants came to his place with four others and demanded that he should join the *Purse-Makers Guild* by paying a subscription of \$2 a month into the hands of the two defendants who were at the head of the so-called "Guild." He, complainant, objected to join the fraternity whereupon the defendants began smashing up and destroying his property. The complainant's story was corroborated by a witness engaged in the shop who said the defendants informed his master they had paid \$100 for the monopoly of the trade and objected to complainant doing any work outside their knowledge and beyond the scope of the guild which had about one hundred members—all shopmen. Mr. Woodhouse remanded the accused to the 4th inst., demanding bail in two sureties of \$100 each for each prisoner.

We would call attention to the advertisement of the Hongkong Rifle Association, published in another column, to the effect that a silver spoon competition will be shot for every Saturday at 1 p.m. at the Kowloon Range.

A DETROIT woman has brought an action for divorce because her husband hit her with a decayed apple when she importuned him to tell where he had been. It seems to have been a case in which a soft answer did not turn away wrath.

THE following is the composition of the New Dutch Ministry:—Baron Mackay, Premier and Minister of the Interior; Mr. Keuchenius, Minister of Colonies; Mr. Godin de Beaufort, Finance; Jonkheer Hartzen, Foreign Affairs; Ruyss van Herenbroek, Justice; Rear-Admiral Dyerinck, Marine; Colonel Bergansius, War; Mr. Havelaar, Public Works.

WE are informed that the 270 Chinese passengers who, according to the telegram published to-day, were refused permission to land at Melbourne, had left this port by the steamship *Afghan* on March 27th. The *Catterthun* which left on the same date with emigrants on board, as well as the *Taiwan* which left on the 8th ult. followed by the *Menmuir* and the *Guthrie* will probably meet the same fate as the *Afghan*.

A COLLISION, says the *N. C. Daily News*, occurred outside Ningpo on the night of the 26th ult. between the *Iehang* and a small junk. The junk sank some 500 yards from "Tiger Island" and the *Iehang* had some of her guard knocked away. In consequence of the collision and fog, the *Iehang* did not arrive in Shanghai till 1 a.m. on the 28th, but she was turned round again and left for Ningpo so that she should not lose a trip.

SAVS the Shanghai *Mercury*—The claim against the *Wenchow*, for colliding with a rice junk, is likely to be a heavy one, as the junk has gone to pieces and the whole cargo of rice destroyed. The collision took place at night inside the Black Buoy. A pilot was in charge at the time. This makes us ask the question—How it is that the captains of the C. M. S. N. steamers, always pilot themselves at Taku, whilst the captains of B. & S. and J. M. & Co's steamers take a pilot? Is it because the C. M. S. N. Co. cannot afford this privilege? Or is it because their captains are a superior class of men?

WE learn from the *N. C. Daily News*, that a very nasty accident occurred on the Bund on the afternoon of the 28th ult. by which a lady was seriously injured; she was driving in her private jinricksha past the Custom House, when a fast pony and trap ran into the ricksha, upsetting it and the coolie, and throwing the lady out on her face. She was immediately picked up by a number of gentlemen who witnessed the occurrence, and a brougham was very kindly placed at her disposal by a lady and gentleman who were passing at the time. Her face was badly cut and she was also much shaken. The owner of the trap, adds our stopped and offered his assistance, and we are informed stated that if anyone was to blame for the accident it was he. The danger from careless and reckless driving, both by foreigners and natives, through the Settlement has been very much on the increase of late, and we think the police might be given more stringent instructions in the matter. A great many of the ponies in shafts are but half broken, and moreover a large percentage of the drivers are not competent to manage a spirited donkey, much less a "bobbey" griffin.

THERE is an old proverb which says that "accidents cannot be avoided in the best of regulated families" and as the ideas thus embodied may fairly be applied to ships it is reasonable to suppose that the breakdown in the engine-room of H.M.S. *Sapphire* and the consequent return of the vessel to this port yesterday morning, after being at sea for less than 24 hours, was a pure and ordinary accident which neither human intelligence, earnest care, nor cautious foresight could have staved off. Be that as it may, such failure of the frigate's efficiency is quite on a par with engine-room failures all through Her Majesty's Navy, and at the same time a striking and curious contrast to that measure of universal success attending the engines of our mercantile fleets, whether plying out of this port or of any other in the Queen's dominions. As the serious breakdown of the engines of a mail steamer, on putting to sea from Hongkong, has probably never been known during the last twenty years, and as such vessels do not stay in port as many hours as the national ships do days, it naturally becomes a question of consideration as to what the prevailing causes may be. Though few people would care to attach the blame to any individual on board H.M.S. *Sapphire*, it is conspicuously apparent that for such a failure of the vessel's vital powers somebody is responsible, if not in the daily care of the engines, at least in their design or construction—which latter is more probably at the bottom of the disaster. The divided responsibility for the condition of the engines of H.M.S. ships, between the ship's engineers and engine-room artificers is a question which has often been argued, *pro and con*, in the technical newspapers of the United Kingdom. Some have alleged, in unmistakable language, the absurdity of the system; but whatever may be the immediate causes of such dead failures through and through the Navy, and whatever may have brought about the accident to the *Sapphire*, which it appears was too serious to repair at sea, it is unfortunately too true that had the corvette gone out yesterday to meet an enemy she would very probably have shared the fate which overtook the Confederate cruiser *Alabama* off Cherbourg. There would have been only this difference in the two ships, that whereas the Confederate cruiser had been worked to death for some two years previous to the action, H.M.S. *Sapphire* had been leisurely lying at anchor for many days in the harbour of Hongkong.

## SHANGHAI SPRING RACE MEETING.

SECOND DAY, WEDNESDAY, 2ND MAY.

THE CHU-KA-ZI CUP, value, Tls. 100; for China Ponies; weight for inches as per scale; winner of one Race since 1st October 1887, 7lbs extra; two or more Races, 10lbs extra; entrance, Tls. 5. Half-a-Mile.

Mr. Tell's gr. Altos, late Con Impeto, 11st, 11lb. 1 each, with Tls. 100 added; for China Ponies; being *bona fide* Griffins at date of entry; first Pony to receive 75 per cent, 1st second Pony, 11 per cent; third, 10 per cent; weight for inches as per scale. One Mile and a Half.

Mr. Sassoon's wh. Dolores, 11st, 11lb. 1 each, with Tls. 100 added; for China Ponies; weight for inches as per scale; entrance, Tls. 5. One Mile and a Quarter.

Mr. Sassoon's cr. Bullion, 10 st, 12lb. 1 each, with Tls. 100 added; for China Ponies; weight for inches as per scale; entrance, Tls. 5. One Mile and a Quarter.

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## MANSLAUGHTER IN THIRD STREET.

Yesterday the Police received information of the death, by violence, of a Chinaman in Third Street, committed by two of his countrymen on Sunday last. On the 26th ult. the victim whose name was Tsz Ahuk, about 40 years of age, arrived in Hongkong in search of employment. He was soon met by boarding house runners who took him to No. 53 Third Street where there were other coolies, and asked if he would go to a foreign country—which he refused. This house was full of other coolies who had either been entrapped into the house, or had gone there voluntarily with the purpose of ultimately emigrating for Singapore. On the 28th or 29th ult. the man Tsz Ahuk was again asked if he would consent to embark along with the others, and on his steady refusal was then tried up by the hands to the rafters of the house and left hanging there some two or three hours, at the end of which time his graders visited him to find life extinct. The two men then thought to bury him secretly and thus avoid all unpleasant consequences. A coffin was procured, and reporting that deceased had died of fever the body was duly conveyed to the burial ground at Mount Davis, and committed to mother Earth. The murderers then released the other coolies and permitted them to go home, but some of them had been informed by the police of what they had seen and shared, and were arrested and the perpetrators of the deed were arrested and the body exhumed and sent to the Government mortuary at 8 o'clock last night.

A coroner's inquest on the remains of Tsz Ahuk was held this afternoon, and adjourned till Saturday next.

## A COLLISION IN THE SHANGHAI RIVER.

A CHINESE CORVETTE SINKS THE C.M.S.N. CO.'S STEAMER "KWANGCHI."

On the afternoon of the 28th ult. shortly after three o'clock the C.M.S.N. Company's steamer *Kwangchi* was coming up the river, bound in from Newchwang, via Chefoo, and when about opposite the Soochow Creek she was run into by the Chinese corvette *Nanhsin*. From what we can gather there was nothing in the way that would cause any difficulty in the navigation of either vessel. The corvette had plenty of room to give the *Kwangchi* a wide berth. First the corvette blew two whistles which was replied to by the *Kwangchi*. Soon after she blew one whistle, this was replied to by the *Kwangchi* and she posted, heading for the Soochow Creek—a good strong flood—was running at the time. The corvette, however, ran clean into her port side, nearly amidships, and those on shore looking on thought the *Kwangchi* would be run in two, but fortunately she kept afloat for some time. The main-mast of the *Kwangchi* came down with a crash smashing her starboard after boom and other things it came into contact with. It was broken off close to the hurricane deck, and when we saw it it was in three pieces. There was also a hole about six or eight inches wide and two or three feet in length in her port side. The corvette cleared herself and steamed off down the river as if nothing occurred, but she left her iron marlinade, with some chain galls attached to it, on the deck of the *Kwangchi*. After the collision, the Captain of the *Kwangchi* gave orders to sound the after bell, and five inches of water were found there, and orders were at once given to use the pumps, and it was thought at the time that she was not making much water, and the steamer made her way up to the Kin-lee-yuen Wharves, when she turned round. It was soon observable that she was settling down aft, and they hastened to beach her on the Pootung shore, where she now lies opposite the Soochow Creek. The harbour master was soon on board, and her anchors were got out ahead, and everything that was possible was done to save her. Her fore compartment and engine-room is free of water. She has a valuable cargo of silk and other Newchwang goods on board. It was almost miraculous that no one was injured, as there were a number of passengers on deck when the mast fell. Lights were soon alongside and every means was taken to save her cargo, which they were rapidly discharging when we left her. It is expected that the hole will be plugged up by about 2 o'clock to-morrow morning. The Chinese corvette was bound down the river, having just been undergoing repairs at Kiangnan Arsenal. Nearly all the cargo in the after-hold of the *Kwangchi* is damaged. She is in command of Capt. Danielson. It is impossible to find out the full amount of damage till the case is tried, but it is doubtful if there will be any trial, as both vessels are Chinese, and the *Nanhsin* being a government vessel, we are afraid the C. M. S. N. Co. will be the sufferers.—*Shanghai Mercury*.

## TIENTSIN.

(FROM OUR OWN CORRESPONDENT.)

April 28th.  
The season is advancing rapidly and the trees are putting forth leaves. Last week we had a two day rain, which I have never known to occur before in the month of April during an experience of over 25 years. It is thought by some that the climate is changing considerably, but there is no evidence of permanency in anything of this kind that has yet occurred. Although the season is advancing, there seems to be less sickness among the native population than there was some weeks ago. It is the season of dust storms, and the air is frequently burdened with local dust from the plains, but as yet we have had no dust coming in clouds from a distance on the wings of the wind, and obscuring the whole heavens as is sometimes the case in the spring.

The railroad is progressing upriver towards Tientsin, and is expected to be completed in the course of two or three months. Building is active, several houses being in process of erection. Activity seems to characterize the place at present.

I hear that encouraging word comes from the silver mining region, and that there is good hope of successful operations there soon.—*N. C. Daily News*.

Dr. To Depreciation account.....\$ 1,860.43  
" General Manager..... 3,600.00  
" Balance..... 6,811.47  
\$ 12,271.90

Cr. By Balance forward.....\$ 2,730.00  
" Net Earnings in Hongkong, China, London, and Manila..... 6,751.81  
" Balance..... 2,790.09  
\$ 12,271.90

JNO. D. HUMPHREYS,  
General Manager.

I have compared the Books and Vouchers at the Head Office, and Returns from the different Branches with the above statement, and found it correct.

A. W. MATTLAND, Auditor.

Hongkong, 1st May, 1888.



# The Hongkong Telegraph.

N<sup>o</sup>. 1919.

THURSDAY, MAY 3, 1888.

SIX DOLLARS  
PER QUARTER.

## Banks.

### RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, OR MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 per cent. will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and the beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, 1st September, 1887.

### THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....\$2,000,000.  
PAID-UP CAPITAL .....500,000.

Registered Office, 40, THE ADAM STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards Bills for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:  
Fixed for 12 months, 5 per cent. per annum.  
Fixed for 6 months, 4 per cent. per annum.  
Fixed for 3 months, 3 per cent. per annum.  
ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,  
Manager.  
HONGKONG BRANCH.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....\$7,500,000.  
RESERVE FUND .....3,000,000.  
RESERVE LIABILITY OF PROPRIETORS .....7,500,000.

COURT OF DIRECTORS—  
CHAIRMAN—HON. JOHN BELL-IRVING.  
DEPUTY CHAIRMAN—W. H. FORBES, Esq.  
C. D. BOTTOMLEY, Esq.  
W. G. BRIDIE, Esq.  
H. L. DALRYMPLE, Esq.  
B. LAYTON, Esq.  
HON. A. P. MCLEWEN.  
S. C. MICHAELSEN, Esq.  
J. S. MOSES, Esq.  
L. P. SNEECKER, Esq.  
N. A. STEES, Esq.  
E. A. SOLOMON, Esq.

CHIEF MANAGER—  
HONGKONG—THOMAS JACKSON, Esq.  
MANAGER—  
SHANGHAI—EWEN CAMERON, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED  
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS—  
For 3 months, 3 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.  
CREDITS granted on approved Securities and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Hongkong, 25th April, 1888.

### NOTICE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Under-Secretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,  
Secretary.  
Hongkong, 25th August, 1887.

## Intimations.

### ROSE & CO.

HAVE RECEIVED  
AND ARE SHOWING A CHOICE ASSORTMENT

OF  
MATERIALS FOR LADIES' AND CHILDREN'S

SPRING AND SUMMER DRESSES.

IN NEW DESIGNS.

Also,

A LARGE STOCK OF LADIES' AND CHILDREN'S STRAW HATS,  
THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR.

ROSE & CO.  
37 & 39, QUEEN'S ROAD, HONGKONG.

Hongkong, 7th April, 1888

### KELLY & WALSH, LD.

SEATON'S Manual of Marine Engineering.  
Winton's Modern Steam Practice and Engineering.  
Deschanel's Natural Philosophy.  
Ganot's Physics. Men of the Time—latest edition.  
Men of the Reign, companion volume to Men of the Time, containing biographies of distinguished men who have died during the Victorian Era.  
Culley's Hand Book of Practical Telegraphy.  
Cassell's Manual of Surgery.  
Ledy's Viridula in Practical Navigation.  
Gordon's Electricity and Magnetism.  
Bryant and Stratton's Interest Tables, from one dollar to one hundred thousand dollars, and from one day to 4 years, at 7.5 and 1 per cent.  
Lee's Laws of Shipping & Insurance.  
Beard and Rockwell's Medical and Surgical Electricity.  
Thomson's Gardener's Assistant.  
Beeton's Book of Garden Management.  
Lowndes's Law of General Average, 1888 Edition.  
Johnston's General Gazetteer.  
Tudhuter & Pearson's History of the Elasticity and Strength of Materials.  
Phillips & Eisenmann's Elements of Metallurgy.  
The A-B-C Code—Code, an enlargement of the A-B-C Code.  
Hopkin's Average and Arbitration.  
Arnold's Law of Marine Insurance.

WORKS OF UTILITY AND REFERENCE.  
Haswell's Pocket Book.  
Green's Family Physician.  
Green's The Gun and its development, with notes on Shooting.  
Cassell's Book of Sports and Pastimes.  
Bartlett's Familiar Quotations.  
Crabbe's English Synonyms.  
Rogge's Thesaurus of Words.  
Hutchinson's Practice of Banking.  
Turner's Guide to Commercial Knowledge, containing an explanation of Terms and Practices in daily use in the Office, Bank, Warehouse, &c., 75 Cents.  
Practical and Inductive Book-keeping, adapted to the use of Schools and for self-tuition, with special reference to the Methods obtaining in China, by J. L. Hart-Milner.  
The Portfolio. Volume for 1887.  
Youatt on the Horse. Stonehenge on the Dog.  
Every Man his own Mechanic.  
Every Man his own Lawyer.  
Every Body's Lawyer. The Thift Book.  
Upton's Dictionary of Domestic Medicine.  
Du Motte's Electricity as a Motive Power.  
Townsend's Useful Things to know about Steam Boilers.  
Kemp's Hand Book of Electrical Testing.  
Griffin's Chemical Testing of Wines and Spirits.

### ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.  
Over Coatings, Light & Heavy.  
Uster Tweeds.  
Fine Black Diagonal & Cork.  
Black, Blue and Brown Fancy and Diagonal Coatings.  
Fancy & Check Tweed Suitings.  
Trousers in great variety of Stripes, Checks and Plain.  
Cricketing Flannel, Striped, Checks and Plain.  
White and Fancy Vestings.  
French Printed Shirts.  
Unshrinkable Flannel.  
Ready Made Ulsters in Stock.  
Solid Leather Portmanteaus.

Overland Trunks, Gladstone Bags, and a variety of Travel Bags, Rifle Cases, &c.  
Under Vests and Pants.  
Silk Half-Hose, Black, Navy and Colors.  
Lamb's Wool Merino and Lisle Thread Half-Hose.  
White Dress Shirts.  
Lacing & Elastic-side Walking Boots and Shoes.  
Shooting Boots, Rubber Boots.  
Patent Leather Boots & Shoes.  
Dancing Pumps, all sizes.  
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

### ROBT. LANG & CO.

Hongkong, 22nd February, 1888

### HEUERMANN, HERBST & CO., SOLE AGENTS FOR:

EXPORT BIER BRAUEREI, DREWS & Co.,  
Garden, near Kiel.  
IMPERIAL BEER, Quarts and Pints.  
KIELER EXPORT LAGER BEER.

APENRADE ACTIEN BRAUEREI.  
APENRADE BEER in Quarts and Pints.  
BERGENDORF VEREINS BRAUEREI.  
BERGENDORF BEER in Quarts and Pints.  
BREWERY "BAVARIA" MUNICH.  
HACKERBRAU in Quarts and Pints.

Now on view for the first time imported to this Colony:  
S P L E N D I D P I A N O S  
With Mechanism for transposing for the accompaniment of singing or other instruments.  
HEUERMANN, HERBST & CO.,  
Queen's Road, 14.

Hongkong, 10th January, 1888.

### LANE, CRAWFORD & CO., NEW GOODS.

FLEUSS' PATENT HAND ICE MAKING MACHINE.  
AMERICAN ICE CREAM FREEZERS.  
HINKS' DUPLEX CHANDELLER LAMPS.  
BELGIAN 60 CANDLE POWER HANGING LAMPS.

COFFEE MACHINES.  
GARDEN SYRINGES.  
AGATE COOKING UTENSILS.  
L. MON SQUEEZERS.  
RUBBER SEA BOOTS.

COFFEE ROASTERS.  
COCKROACH TRAYS.  
VEGETABLE STRAINERS.  
RAIN COATS.  
DESSERT SET.

SMITH'S GLASGOW TOBACCOS.

Hongkong, 28th April, 1888.

### W. BREWER

HUTTON'S Engineer's Handbook.  
Reed's "Steam Engine Indicator."  
Hunt's "Seating Engineers."  
Steam Yachts and Launches.  
Macgregor's Engineer's Almanack.  
Compendium of Marine Navigation and Nautical Astronomy.  
Ledy's Viridula in Navigation.  
Lowndes's Law of General Average.  
Handbook of Volcanus.  
New Exchange Tables 2/6 to 3/2.  
L. MON SQUEEZERS.  
Chambers' Encyclopedia, new ed.  
Library Dictionary & Call.

Vulcanite Set Squares and T Squares.  
Renshaw Tennis Bats.  
Demon Meerschman Pipes Cigar and Cigarette Holders.  
Pocket Books and Card Cases.  
Photograph Frames and Albums in great variety.  
Ladies' Handbags in new designs.  
The New Wicker Workbasket lined Satin.  
Mathematical Instruments in great variety.  
New Sketches Framed and Unframed.  
Handsome Feather Fans.  
Handpainted Silk Fans.  
European Account Books.  
Blotting Pads.  
Large quantities of Cheap Literature.  
New Songs.  
New Dance Music.

W. BREWER,  
UNDER HONGKONG HOTEL.

## To be Let.

TO BE LET.  
A SEMI-DETACHED HOUSE in Richmond Terrace, containing 6 Comfortable Rooms, 3 Bath Rooms and convenient Out Offices.  
A New Story has just been added to the Servants' Quarters.  
Apply to  
Mr. JOHN WILLMOTT,  
Hongkong Dispensary,  
Hongkong, 24th April, 1888.

TO LET.  
ROOMS in "COLLIER CHAMBERS."  
GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.  
Apply to  
DAVID SASSOON, SONS & Co.,  
Hongkong, 2nd May, 1888.

MACAO.  
TO BE LET UNFURNISHED OR PARTLY FURNISHED.  
A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.  
Apply to  
A. A. DE MELLO & Co.,  
Macao, 3rd April, 1888.

TO LET.  
N<sup>o</sup>. 6, WEST TERRACE presently occupied by the Rev. W. JENNINGS.  
Apply to  
G. C. ANDERSON,  
13, Praya Central.  
Hongkong, 25th April, 1888.

TO LET.  
A COMMODIOUS SUIT OF OFFICES in the ICE HOUSE BUILDINGS.  
Apply to  
G. C. ANDERSON,  
13, Praya Central.  
Hongkong, 22nd March, 1888.

INSURANCES.  
GENERAL NOTICE.  
THE ON TAI INSURANCE COMPANY, (LIMITED.)  
CAPITAL TAELS 600,000 } \$833,333.33  
EQUAL TO }  
RESERVE FUND .....\$240,000.00.

BOARD OF DIRECTORS.  
LEE SING, Esq. | LO YUK MOON, Esq.  
LOU TEO SHUN, Esq. |

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 17th December, 1887.

NOTICE.  
THE MAN ON INSURANCE COMPANY, LIMITED.  
CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE  
NO. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1887.

### Shipping.

#### STEAMERS.

STEAM TO BOMBAY, VIA STRAITS.  
THE P. & O. S. N. Co.'s Steamship

"LOMBARDY"  
will leave for the above places TO-MORROW, the 4th instant, at 3 P.M.

E. L. WOODIN,  
Superintendent.

Hongkong, 1st May, 1888.

FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Steamship

"NEW GUINEA."  
Wale, Commander, will be despatched for the above Ports, TO-MORROW, the 4th May.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, 26th April, 1888.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.  
(PASSING THROUGH THE INLAND SEA.)  
THE P. & O. S. N. Co.'s Steamship

"HYDASPES"  
will leave for the above places on TUESDAY, the 8th May, at DAYLIGHT.

This Steamer has most superior Accommodation for Passengers, both 1st and 2nd Saloon, and has the Electric Light.

For Freight or Passage, apply to  
E. L. WOODIN,  
Superintendent.

Hongkong, 21st April, 1888.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"CHINGTU."  
Arthur, Commander, will be despatched as above, on SATURDAY, the 12th instant, at DAYLIGHT.

## Shipping.

#### STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"STRATHLEVEN."  
C. W. Pearson, Commander, will be despatched for the above Port, on or about the 12th inst.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, 3rd May, 1888.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS).  
THE Company's Steamship

"BERENICE."  
Captain E. Perini, will be despatched as above on THURSDAY, the 10th May, at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,  
Agent.  
Hongkong, 30th April, 1888.

#### SAILING VESSELS.

FOR NEW YORK.  
THE 3/3 L. I. American Ship

"TITAN."  
C. H. Allyn, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to  
PUSTAU & Co.,  
Hongkong, 8th March, 1888.

FOR SAN FRANCISCO.  
THE American Ship

"PACTOLUS."  
Burnham, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.,  
Hongkong, 6th April, 1888.

#### Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO,

"BREMEN" MADE ROSTON, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON FOR PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 9th day of May, 1888, at 4 P.M. the Company's Steamship "BAYERN" Captain R. Sander, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 8th May, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to  
MEYER & Co.,  
Agents.

Hongkong, 13th April, 1888.

#### PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO"  
will be despatched for San Francisco, via Yokohama, on SATURDAY, the 19th May; at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco.....\$200.00  
To San Francisco and return.....350.00  
available for 6 months.....  
To Liverpool.....325.00  
To London.....330.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

## Mails.

#### CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY, AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ZAMBESI."  
2431 Tons Register, Tiddy, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via KOBE, and YOKOHAMA, on TUESDAY, the 8th May, at THREE P.M.

To be followed by the S.S. "BATAVIA" on 15th May, S.S. "PORT ADELAIDE" on 1st June, and S.S. "PARTHA" on the 21st June.

Connections will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver and Victoria (Mex.).....\$160.00  
To San Francisco.....305.00  
To all Common Ports in Canada.....200.00  
and the United States.....300.00  
To Liverpool.....300.00  
To London.....305.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 7th May.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, 30th April, 1888.

#### NORDEUTSCHER LLOYD.

NOTICE  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO,

"BREMEN" MADE ROSTON, GALVESTON AND SOUTH AMERICAN PORTS.

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The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to  
MEYER & Co.,  
Agents.

Hongkong, 13th April, 1888.

#### OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC"  
will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th May, at THREE P.M.

Connections will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCELS, PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco.....\$200.00  
To San Francisco and return.....350.00  
available for 6 months.....  
To Liverpool.....325.00  
To London.....330.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 10A, Queen's Road Central.